

ERRATA: CONTROL ROOM AND SUPERVISORY CONTROL AND DATA ACQUISITION (SCADA) GROUP CHAIRMAN FACTUAL REPORT.

Date issued May 29, 2012

1. Page 4, the report states that “there were a total of 25 personnel in the control room” however, control room layout of figure 1 shows that there were 27 positions in the room. This was because additional two positions were created after the accident. Shown below is the actual control room layout.

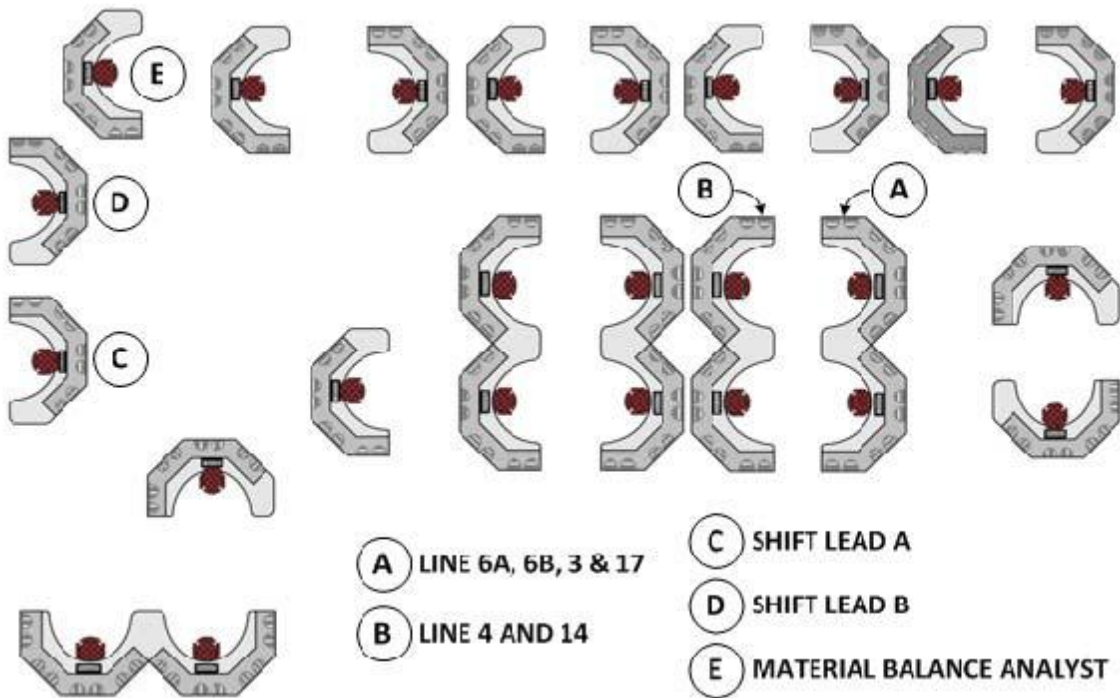


Figure: 1d Edmonton Control Center Layout at July 2010
[Attachment 1]

2. Page 7 second paragraph: “scheduled conflict shutdown” is defined within the foot note as:

Scheduled conflict shutdown – There was initial plan to shutdown Line 6B at about 6:00 pm at Stockbridge, re-start the line and run from Stockbridge to Sarnia for one hour then shutdown by 7:00 pm because of quantity of oil available and customer readiness to receive delivery. But a suggested change to this was made to avoid any problem over the pipeline leading to one time shutdown at about 6:00 pm.

3. Page 7, second paragraph states that original scheduled shutdown on Line 6B was from 7:30 p.m. (7/25/10) and to start up at 4:00 a.m. on (7/26/10). In the last sentence of this paragraph, it however, states that the shutdown was moved 1 hour ahead to 6:30 p.m. on (7/25/10) with the same 4:00 a.m. short down. The third paragraph states the line was to be shutdown at 6:00 AM (7/25/10) and restarted at 4:00 a.m. (7/26/10). There is a disparity and has been corrected as:

A planned shutdown of Line 6B was scheduled from 7:00 p.m. July 25, 2010 to 4:00 a.m. on July 26 into Sarnia after a first shutdown into Stockbridge one hour earlier according to Operator A2¹. At the suggestion of Operator A1 who had concerns over the scheduled conflict shutdown², Shift Lead A2 contacted schedule department about the multiple shutdowns, as a result it led to combination of two start-ups and shut downs against originally scheduled; the complete shutdown was moved up to be from 6:00 p.m. July 25, 2010 to 4:00 a.m. July 2010³.

4. Page 7, fourth paragraph, and clarity of whether the pig was held in position at the Niles? If so, explain how this done. The pig was not held in position at Niles this is corrected thus:

At 5:37 p.m. Electrician A called Operator A1 and told him he was heading to Niles Station to be ready for the bypass, and by 6:08 p.m. Niles Station was bypassed for inline tool “pigs’ passage, the required valves were closed, and locked out.

5. Page 15 last paragraph and page 45, last paragraph; replace “haven” with “having.”
6. Page 33, 34, & 35 (figures 11, 12, & 13); times are in mountain standard.

¹ See Attachment 3: Interview of Enbridge Operator A2 on July 28, 2010

² Scheduled conflict shutdown – There was initial plan to shutdown Line 6B at about 6:00 pm at Stockbridge, restart the line, and run from Stockbridge to Sarnia for one hour then shut down by 7:00 pm because of quantity of oil available and customer readiness to receive delivery. But a suggested change to this was made to avoid any problem over the pipeline leading to one time shutdown at about 6:00 pm.

³ Enbridge Control Center Transcript at 4:34 p.m. on July 25, 2010